

CLAIMS

1). (currently amended) A Car Stereo with Driver Warning System comprising; a police radar detector incorporated into a typical car stereo for use in motor vehicles having an existing dashboard, radio antenna, and stereo speakers, consisting of:

- a) a housing adapted for mounting to the dashboard of a motor vehicle;
- b) an amplifier provided within said housing for amplifying audio signals;
- c) at least one vehicle stereo speaker electrically connected to said amplifier for producing audible sounds;
- d) means for generating audio signals electrically connected to said amplifier;
- e) radar detector means for detecting the presence of police radar signals provided within said housing;
- f) alert means electrically connected to said radar detector means for providing at least one of a visual warning signal and audible warning signal when radar signals are detected; and
- g) muting means for reducing the level of sound provided to said at least one speaker from said means for generating audio signal whenever said radar detector means detects the presence of police radar signals.

Whereby said device provides for typical stereo and police radar detection capabilities which eliminates the need for a separate police radar detector and associated power cord; eliminates the need to install and uninstall separate radar detector before and after each trip; reduces radar detector's obviousness, making more aestically pleasing while reducing the chance of theft; provides for enhanced radar detection by utilizing the vehicle's antenna and providing for an auxiliary antenna that mounts to vehicle's grille; momentarily mutes the stereo when police radar is detected; utilizes the vehicle's stereo speakers to emit an audible alert when police radar is detected; produces audible and visual alerts from said housing is desired; provides for the ability to operate the radar detector and stereo independently; or in combination; promotes safer travel by alerting drivers to road hazards (when roadside DOT warning systems are available); and encourages safer travel by making drivers conscious of their speed.

2). (cancel) A Car Stereo with Driver Warning System according to claim 1 wherein said housing is mounted in the dashboard of the vehicle.

3). (cancel) A Car Stereo with Driver Warning System according to claim 1 wherein said housing is mounted underneath the dashboard of the vehicle.

4). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said amplifier is a stereo amplifier.

5). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said amplifier is a stereo tuner.

6). (currently amended) A Car Stereo with Driver Warning System according to claim 1 wherein said ~~a plurality of speakers are mounted as various desired locations within the vehicle~~ device is connected to at least one of said vehicle's stereo speakers.

- 7). (currently amended) A Car Stereo with Driver Warning System according to claim 1 wherein said ~~plurality of speakers are mounted at various desired locations within the vehicle~~ and at least one speaker is provided within said housing.
- 8). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said means for generating audio signals is provided within said housing.
- 9). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said means for generating audio signals consisting of at least one of an AM/FM tuner, tape player, compact disk player, and speakerphone.
- 10). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said radar detector means has at least one input provided on said housing adapted to receive an electrical connection from at least one antenna.
- 11). (original) A Car Stereo with Driver Warning System according to claim 1 further comprising a primary antenna mounted on an upper surface of the vehicle wherein said radar detector means has a first antenna input adapted to receive an electric connection from said primary antenna.
- 12). (original) A Car Stereo with Driver Warning System according to claim 1 wherein further comprising an auxiliary antenna mounted on a front grille of the vehicle wherein said radar detector means has a second antenna input adapted to receive an electrical connection from said auxiliary antenna.
- 13). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said alert means provides an audible warning signal to said at least one speaker and wherein said muting means reduces the level of sound provided to said at least one speaker from said means for generating audio signal to a zero output thus allowing the amplifier to amplify only the audible warning signal.

- 14). (original) A Car Stereo with Driver Warning System according to claim 1 wherein further comprising a display means provided on said housing to display said visual warning signal from said alert means.
- 15). (original) A Car Stereo with Driver Warning System according to claim 1 further comprising a display means provided on said housing to display information regarding the operation of the vehicle sound system.
- 16). (original) A Car Stereo with Driver Warning System according to claim 1 further comprising a display means provided on said housing to display said visual warning signal from said alert means and wherein said audible warning signals are simultaneously provided to said at least one speaker.
- 17). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said means for generating audio signals can be independently turned off while said radar detector means remains in an operating condition.
- 18). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said radar detector means can be independently deactivated while said means for generating audio signals remains in an operating condition.
- 19). (original) A Car Stereo with Driver Warning System according to claim 1 wherein the volume of the said means for generating audio alert signal is adjustable.
- 20). (original) A Car Stereo with Driver Warning System according to claim 1 wherein said means for displaying visual alert means is adjustable.

Examiner primarily had the following objections:

1. Claims 6 and 7 were rejected under 35 U.S.C. 112 as being indefinite for failing to point out and distinctly claim subject matter.
2. Claims 1-20 were rejected under 35 U.S.C. 103(a) as being unpatentable by online reference Ohnstad.
3. Claims 1-5 and 8-20 were rejected under 35 U.S.C. 102(b) as being anticipated in PG to Kroculick.
4. Claims 1, 8-14, and 16-20 were rejected under 35 U.S.C. 102(b) as being anticipated by Unser et el.
5. Claims 2 and 3 were rejected under 35 U.S.C. 103(a) as being unpatentable over Unser et el.

In Regards to all the items above:

The claims have been amended, and now more clearly and distinctly claim the invention, which further distinguishes it from prior art. Obviously the amended claims should not be considered “new matter” because they do not provide any new developments (such as dimensions, functions, or materials), and the information was, and continues to be, *clearly* spelled out in the Specification.

In regards to item #2 above:

Applicant believes Claims 1-20 should not be rejected under 35 USC 103(a) by online reference of Ohnstad because:

- Applicant respectfully disagrees that it would have been obvious to one of ordinary skill in the art, in view of the online discussion article to Ohnstad, to modify the conventional radar detector and car stereo into a single housing, for four reasons. First, a typical radar detector would not *fit into* an existing conventional car stereo, nor is suggested in the reference. Second, police radar signals are line-of-sight; it would be an *inoperable combination* without provisions for signal reception. Third, the important visual alert would be lost. And finally, combining a radar detector and car stereo as suggested would void each of their warranties.
- Ohnstad is a method for connecting a **SEPARATE** radar detector and an existing car stereo. This is evidenced by the statement “Plug your detector into your lighter socket...” **This is completely contrary to the present invention.**
- Ohnstad does not suggest utilizing the vehicle’s existing speakers to emit the audible alert, nor does it have advanced radar detection capabilities.
- Ohnstad involves soldering, drilling holes, and an otherwise fair amount of knowledge, time, and effort to install. Most drivers are not going to perform these activities.
- Ohnstad is only a non-proven, non-tested concept, nor **do any claims exist.**
- The Ohnstad concept ends by stating “It’s not my fault if you try this and something breaks or blow up.” The present invention is to be purchased off the shelf or with the vehicle, and the consumers will have a sense a confidence, not fear.
- Ohnstad and the present invention solve different problems. The response to the question “Now I would be content to just get a larger blinking light mounted on my dash that I would notice better for when my stereo is cranked.” The question of how to do this never quite gets answered.

In regards to item #3 above:

Applicant initially filed a similar Patent Application to the present invention on July 11, 2001. The Application was not in the recommended PTO form, prior art references were missed, and in general, the claims were disallowed.

Substantial efforts were made to correct the deficiencies and overcome the objections. However, since the Application contained the words “CB Radio” the primary objection was that it infringed on Unser et al. Applicant subsequently removed all references to “CB radio.” However, this narrowing the specification and claims was considered “new matter” and was not allowed. After discussions with the Examiner, and after filing several written arguments, it became obvious it was impossible for the Application to ever become patented (especially since it initially claimed a “CB radio”). Applicant received final rejection notice on October 16, 2003. It was at this time Applicant contemplated submitting this current Application, which was submitted December 15, 2003, instead of *trying to argue the dead issue further.*

As a side note, ironically Applicant added ‘the stereo may include a “CB radio”’ as an afterthought in the July 11, 2001 Application. The attempt by the Applicant to claim an inconsequential item, created a lot of unnecessary grief, frustration, and expense.

In this context, it is hoped the Kroclic Prior Art Reference will not be applied in this particular case. It is even possible that the amended claims of Kroclic 2003 now overcome the claims of Kroclic 2001.

With regards to item # 4 and #5 above:

With the exception of temporary muting means, **Unser et al's** method of operation, objectives, and claims, are dissimilar to that of the present invention. For example, nowhere in Unser et al, does it mention or claim anything about combining a typical car stereo with a radar detector. *Had this been the intent of Unser et al, then it more than likely would have been claimed, or at least mentioned.*

More specifically, a critical objective of the present invention is to incorporate a radar detector with a typical car stereo so the driver can listen to the stereo, yet have advanced radar detection capabilities without the hassle of hooking up a separate radar detector and subsequently contending with a nuisance power cord dangling from the dashboard or visor. Unser et al obviously did not address the separate power cord problem. For example, Unser et al states "...leading to a portable device that is readily removed from a vehicle to minimize the risk of theft." This intent is at complete cross-purposes with the present invention; the present invention is intended to remain in the vehicle (as a typical car stereo would), and not require any time consuming installation or removal prior to, and after each trip.

Another objective of the present invention is to provide a means to utilize, and take advantage of, the vehicle's speakers to emit the audio alerts. Obviously Unser et al doesn't mute audio emitted through vehicle's speakers because they are not connected.

Another key element of the present invention is to provide means to utilize, and take advantage of, the vehicle's radio antenna for increased radar signal reception. The present invention also provides for a grill-mounted antenna for increased reception and reliability. Again, Unser et al and the present invention differ greatly in this regard.

From a different perspective, Table 1.1, Switches and Functions of the Keyboard 58 in column 5 of Unser et al, doesn't show any of the selections for a "typical car stereo," such as FM/AM, Tape/CD, FF/RW, Bass/Treble. Certainly if Unser et al wanted to combine the radar detector with a car stereo, some of the buttons or switches related to the operation of a typical car stereo would have been shown in Table 1.1.

Finally, CB radios and scanners are utilized by a select group of the population for specific reasons. The present invention is intended for those who *don't want, need, or have any interest in CBs or scanners*, but for those who utilize their typical car stereo and would appreciate if police radar detection capability were added.

In considering the above, it is truly hoped the PTO understands that, in many ways, the present invention is contrary to Unser et al and actually teaches away from, and is the antithesis of Unser et al. The amended claims submitted herein should also eliminate the 102 (b) and 103 (a) concerns related to Unser et al.

With regards to Prior Art reference Atkinson, U.S. Patent 5,735,491, METHOD AND APPARATUS FOR DETECTING AN APPROACHING TRAIN BY DETECTING A BRAKE SYSTEM STATUS SIGNAL, this innovative safety device is used to detect, and alert the driver, to the presence of approaching trains. This device does not claim to detect police radar, nor does it have a stereo muting means, and therefore differs greatly from the present invention. Obviously Atkinson and present invention solve different problems.

General

Mounting the radar antenna at the front of the grill of the automobile is **not** common in the art. This would require another unsightly wire, besides the power cord, to dangle from the dashboard or roof every time the *conventional radar detector* is installed. Furthermore, this would make hooking up the radar detector before each trip, and storing it in an inconspicuous location after the trip, even more time consuming and cumbersome. Overcoming this problem was an objective of the present invention.

Examiner also notes that [“it is noted that the statement in the preamble “A car stereo with driver warning system” does not patently define over “the scanning receiver radio with driver warning system” of Unser et al since the statement (A car stereo with driver warning system) does not add any life or meaning to the body of the claim but merely recites functional language.”] Applicant studied Unser et al and could not locate the language “the scanning

receiver radio with driver warning system.” Nonetheless, it is hoped the amended claims will overcome this issue.

It should also be noted that, even though the prior art differs or is even contrary to the present invention, even if they were obvious, because of the claimed advantages, those skilled in the art surely would have implemented them by now.

Finally, the present invention also provides synergism: the radar detector, and car stereo, when combined, achieves results greater than the sum of the individual units. The present invention’s ability to utilize the vehicle’s antenna for increased signal reception and the vehicle’s speakers to emit audible alerts, also produces synergism with the vehicle.

Conclusion

It's the applicant's desire that the Patent Office considers amended Claims and assesses profound physical and operational differences in the present invention from that of Unser et al and all other references, and take into consideration the new principles it offers. It is also hoped the Patent Office will recognize the present invention's usefulness, novelty and unobviousness, and allow the specifications and claims as amended. However, if this application is not believed to be in condition for allowance, applicant respectfully requests the assistance and suggestions of the Examiner pursuant to MPEP 707.07(i).

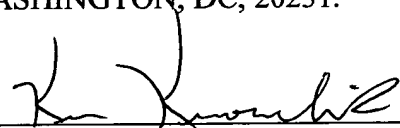
Very Respectfully,

----- Kevin Kroclick-----
Applicant Pro Se

115 Ringneck Drive
Harrisburg, PA 17112
Day (717) 783-9767
Evening (717) 657-5380

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Kevin Kroclick, Applicant